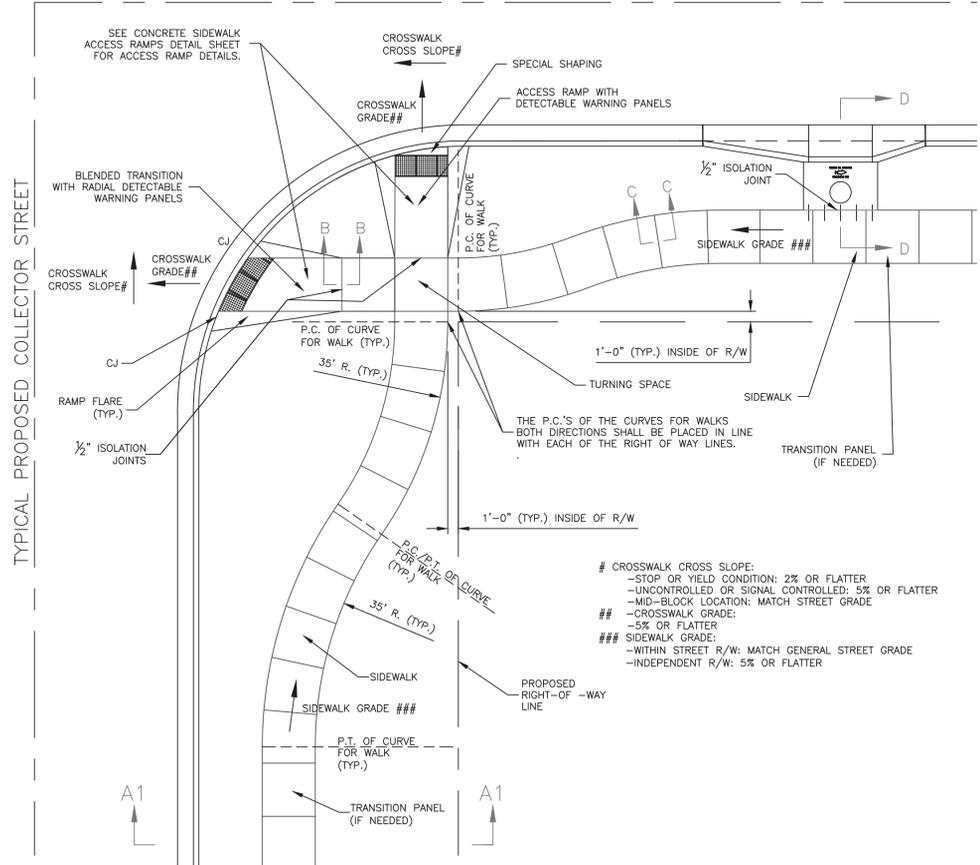


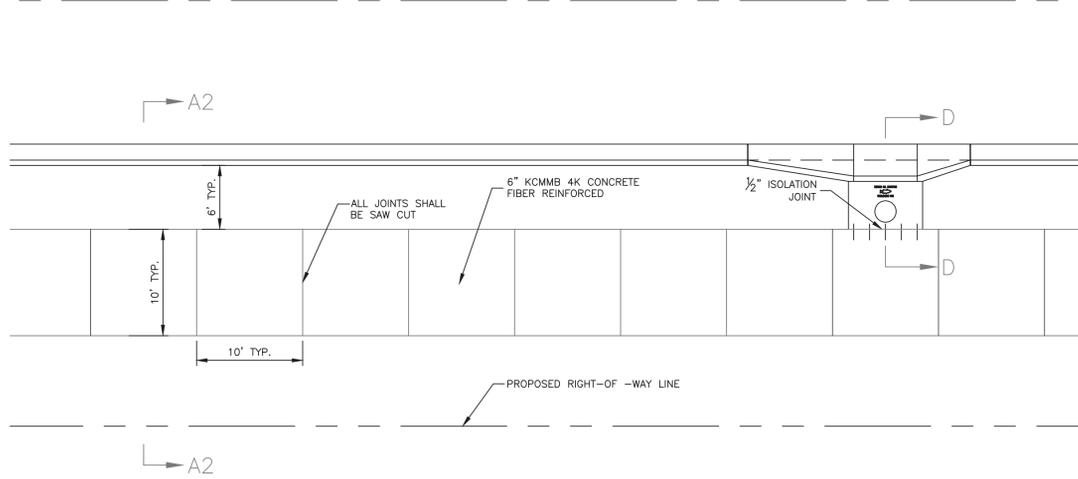
TYPICAL PROPOSED RESIDENTIAL STREET



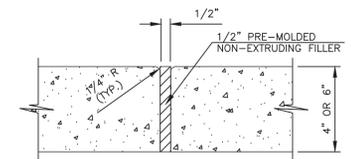
GENERAL SIDEWALK LAYOUT PLAN

- # CROSSWALK CROSS SLOPE:
 - STOP OR YIELD CONDITION: 2% OR FLATTER
 - UNCONTROLLED OR SIGNAL CONTROLLED: 5% OR FLATTER
 - MID-BLOCK LOCATION: MATCH STREET GRADE
- ## CROSSWALK GRADE:
 - 5% OR FLATTER
- ### SIDEWALK GRADE:
 - WITHIN STREET R/W: MATCH GENERAL STREET GRADE
 - INDEPENDENT R/W: 5% OR FLATTER

TYPICAL COLLECTOR STREET

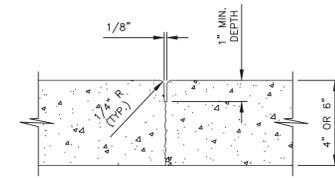


GENERAL SHARED USE PATH LAYOUT PLAN



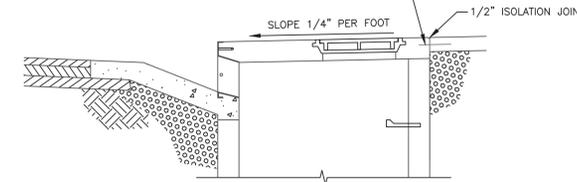
SECTION B-B
ISOLATION JOINT

NOTE: A GRADE BREAK SHOULD NOT BE PLACED BETWEEN THE TURNING SPACE AND BOTTOM OF RAMP, UNLESS A LANDING IS REQUIRED FOR SIGNAL PUSH BUTTONS, OR IN THE CASE OF LONG RAMP. GRADE SHOULD GENERALLY BE CONSTANT BETWEEN GRADE BREAK AT BOTTOM OF RAMP AND TURNING SPACE.

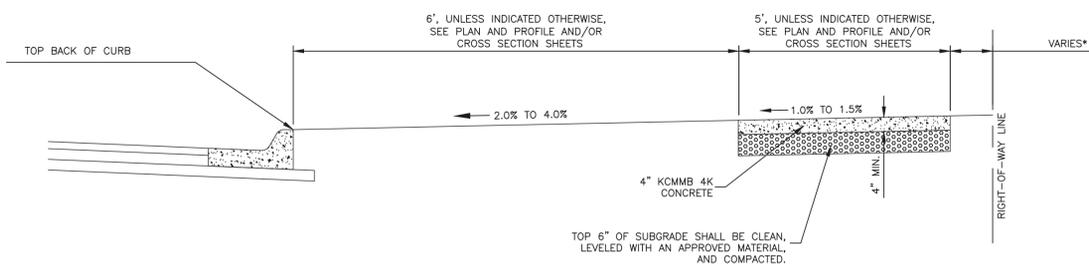


SECTION C-C
CONTRACTION JOINT
(SAWED OR FORMED)

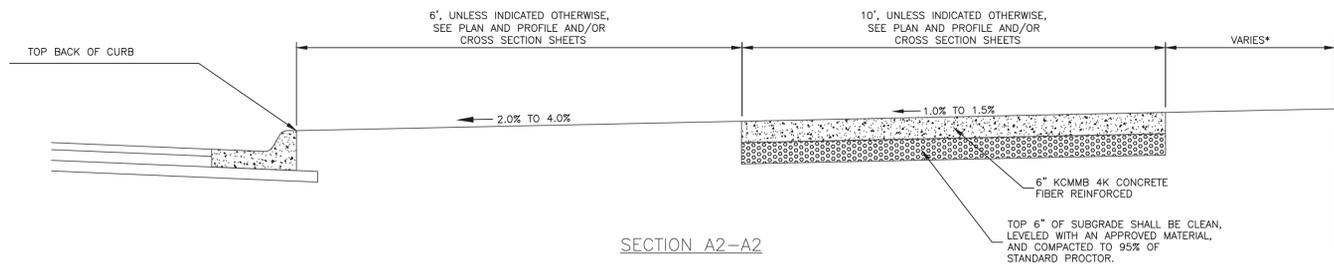
WHERE SIDEWALKS ADJOIN STORM SEWER STRUCTURES, #4 EPOXY COATED TIE BARS SHALL BE PLACED 18\"/>



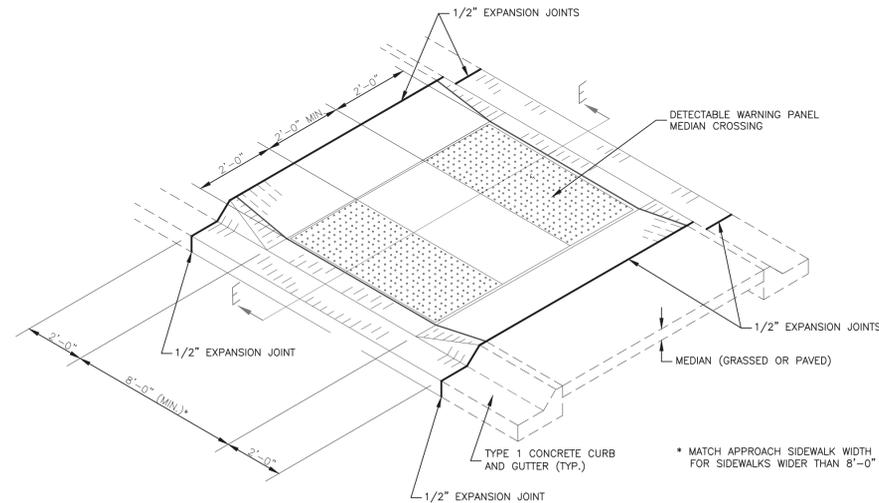
SECTION D-D
SIDEWALK TO INLET DOWELING DETAIL



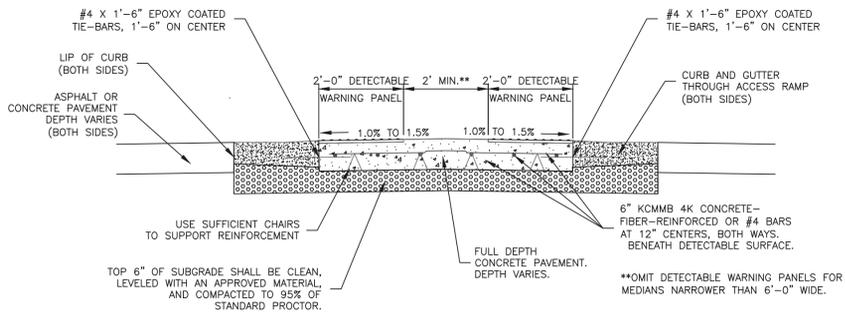
SECTION A1-A1



SECTION A2-A2



MEDIAN RAMP CROSSING PLAN



SECTION E-E

SIDEWALK GENERAL NOTES

1. CONSTRUCTION JOINTS SHALL BE PLACED IN 5'-0" WIDE SIDEWALKS AT A MINIMUM OF 5'-0" INTERVALS. WHEN OTHER WIDTHS OF SIDEWALK ARE USED, CONSTRUCTION JOINTS SHALL BE PLACED AS DIRECTED BY THE CITY ENGINEER OR AN AUTHORIZED REPRESENTATIVE.
2. ISOLATION JOINTS SHALL BE PLACED AT ALL LOCATIONS WHERE SIDEWALK ABUTS EXISTING STRUCTURES AND AS DIRECTED BY THE CITY ENGINEER OR AN AUTHORIZED REPRESENTATIVE.
3. ACCESS RAMPS SHALL BE CONSTRUCTED AT ALL LOCATIONS WHERE SIDEWALKS INTERSECT NEW STREET CONSTRUCTION AND AS OTHERWISE SHOWN ON THE PLANS.
4. ALL SHARED USE PATH JOINTS SHALL BE SAW CUT.
5. ALL SIDEWALKS AND RAMPS MUST BE CONSTRUCTED TO CURRENT PROWAG STANDARDS.
6. THERE SHALL BE NO GRADE BREAKS ON THE RAMP. GRADE SHOULD BE CONSTANT BETWEEN GRADE BREAK AT BOTTOM OF RAMP AND TURNING SPACE.
7. SIDEWALK CURB FOR ADA COMPLIANCE IS SUBSIDIARY TO THE RAMP.
8. GRADING REQUIRED TO FACILITATE DRAINAGE BETWEEN THE SIDEWALK AND CURB IS SUBSIDIARY TO THE RAMP.

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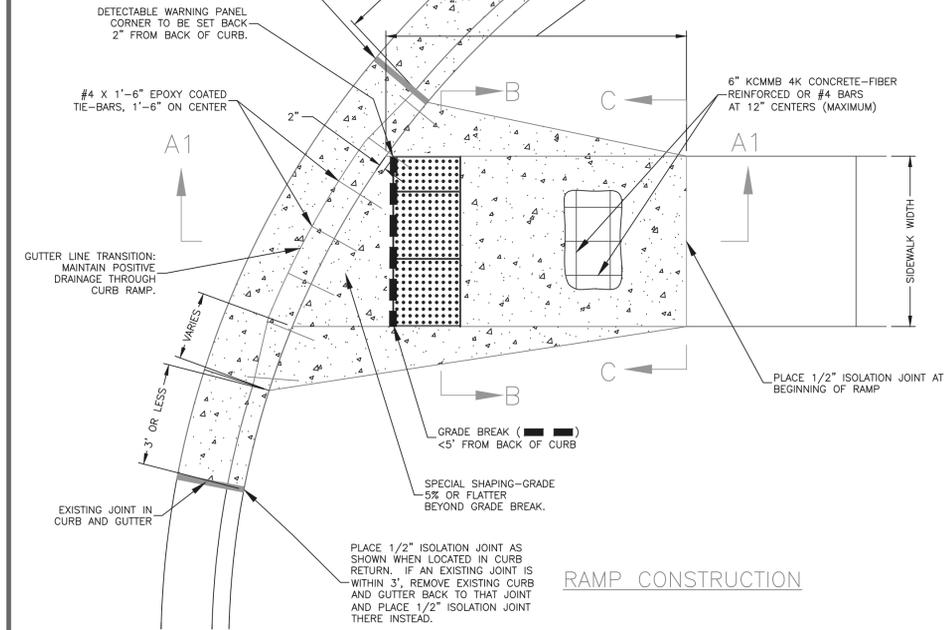
DATE	BY	REVISION
04-01-26	LJM	REPLACES ALL PREVIOUS VERSIONS OF CONCRETE SIDEWALK ACCESS RAMPS DETAILS
07-07-22	LJM	ALLOWS FOR THE USE OF CONCRETE-FIBER-REINFORCEMENT IN RAMPS



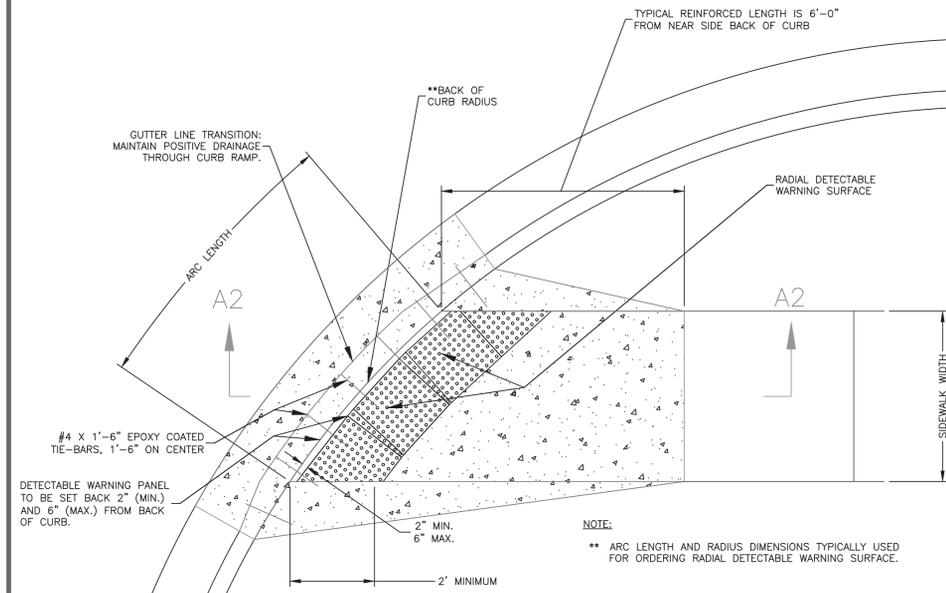
STANDARD DETAILS FOR
CONCRETE SIDEWALK AND SHARED USE PATH LAYOUTS

DAVID P. CRONIN CITY ENGINEER CRAIG S. OWENS CITY MANAGER

WHEN CONSTRUCTING RAMP IN EXISTING CURB AND GUTTER, PLACE 1/2" ISOLATION JOINT WHERE NEW CONSTRUCTION ABUTS EXISTING. IF AN EXISTING JOINT IS MORE THAN 3' AWAY, PLACE 1/2" ISOLATION JOINT AT THIS LOCATION.

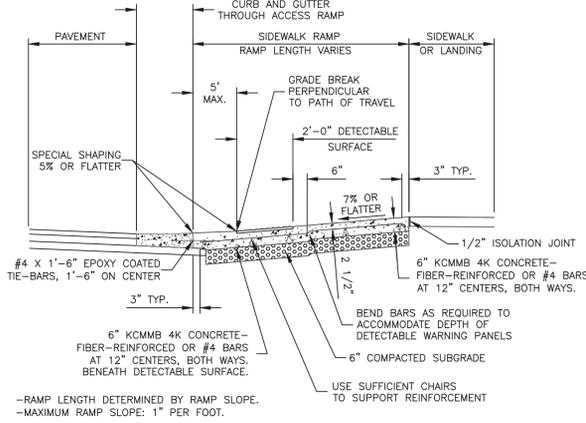


RAMP CONSTRUCTION

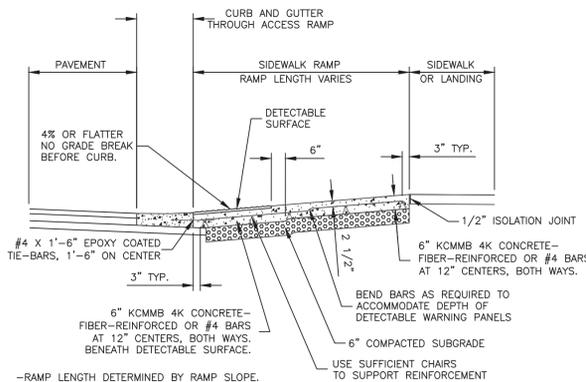


RAMP WITH RADIAL DETECTABLE WARNING

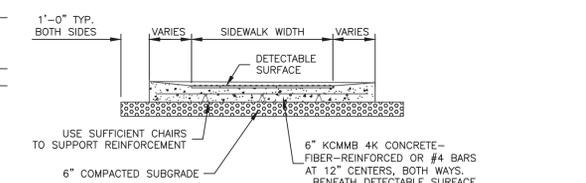
- NOTES
1. FLARED SIDES SHALL BE 10% OR FLATTER SLOPE, IF ADJACENT TO SIDEWALK, AND 25% OR FLATTER SLOPE, IF ADJACENT TO LANDSCAPED AREAS.
 2. IF THE SPECIAL SHAPING DISTANCE EXCEEDS 5' FROM THE BACK OF CURB, THEN REFER TO THE "BLENDED TRANSITION DETECTABLE WARNING SURFACE DETAIL". IF USING RADIAL DETECTABLE WARNINGS, BLENDED TRANSITION SHOULD HAVE A 4% OR FLATTER SLOPE.
 3. DETECTABLE WARNING DOMES SHALL BE ALIGNED PERPENDICULAR TO THE GRADE BREAK BETWEEN THE RAMP RUN AND STREET, UNLESS A BLENDED TRANSITION AND USING RADIAL DOMES.
 4. DETECTABLE WARNINGS SHALL CONTINUOUSLY EXTEND FOR A MINIMUM OF 24" IN THE PATH OF TRAVEL.
 5. DIMENSIONS SHOWN IN THIS DRAWING ARE TARGET DESIGN VALUES. ALL SIDEWALKS AND RAMPS MUST BE CONSTRUCTED TO CURRENT PROWAG STANDARDS.
 6. IF GRADES DO NOT ALLOW RAMP TO BE CONSTRUCTED BASED ON SLOPES SHOWN, OVERALL LENGTH MAY BE LIMITED TO 15'. EXACT LIMITS TO BE APPROVED BY THE ENGINEER.
 7. COMPACTED SUBGRADE SHALL BE CLEAN, LEVELED WITH AN APPROPRIATE MATERIAL, AND COMPACTED.
 8. THE TERMS "RAMP" AND "BLENDED TRANSITION" REFER TO THE GEOMETRIC REQUIREMENTS OF PROWAG, NOT PAY ITEMS. THE FIRST 6'-0" OF A RAMP OR BLENDED TRANSITION SHALL BE "REINFORCED CONCRETE SIDEWALK". BEYOND 6'-0", THE RAMP OR BLENDED TRANSITION, SHALL BE "CONCRETE SIDEWALK". DETECTABLE WARNINGS SHALL BE MEASURED SEPARATELY. TYPICAL BID ITEMS ARE:
 -CONCRETE SIDEWALK (4"), SY
 -CONCRETE RECREATIONAL PATH (6" FIBER REINFORCED), SY
 -INTEGRAL CONCRETE SIDEWALK AND RETAINING WALL, LF
 -REINFORCED CONCRETE SIDEWALK (ADJACENT TO CURB), SF
 -DETECTABLE WARNING PANELS, SF
 -DETECTABLE WARNING PANELS (RADIAL, XX FT. RADIUS), SF
 -CONCRETE MEDIAN REINFORCED SIDEWALK CROSSING, SF
 9. SIDEWALK CURB FOR ADA COMPLIANCE IS SUBSIDIARY TO THE RAMP.
 10. GRADING REQUIRED TO FACILITATE DRAINAGE BETWEEN THE SIDEWALK AND CURB IS SUBSIDIARY TO THE RAMP.



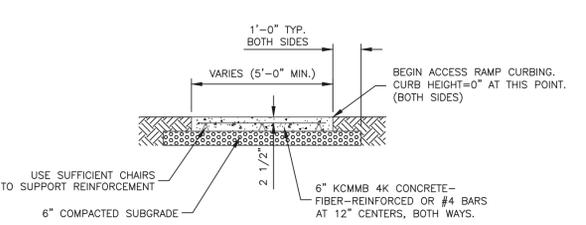
SECTION A1-A1



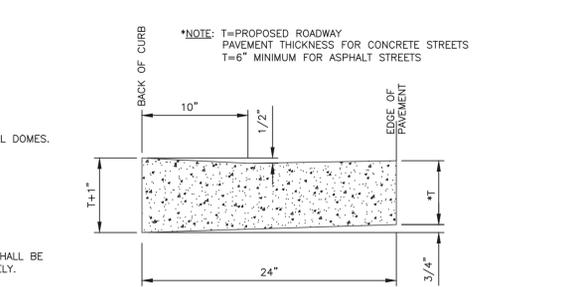
SECTION A2-A2



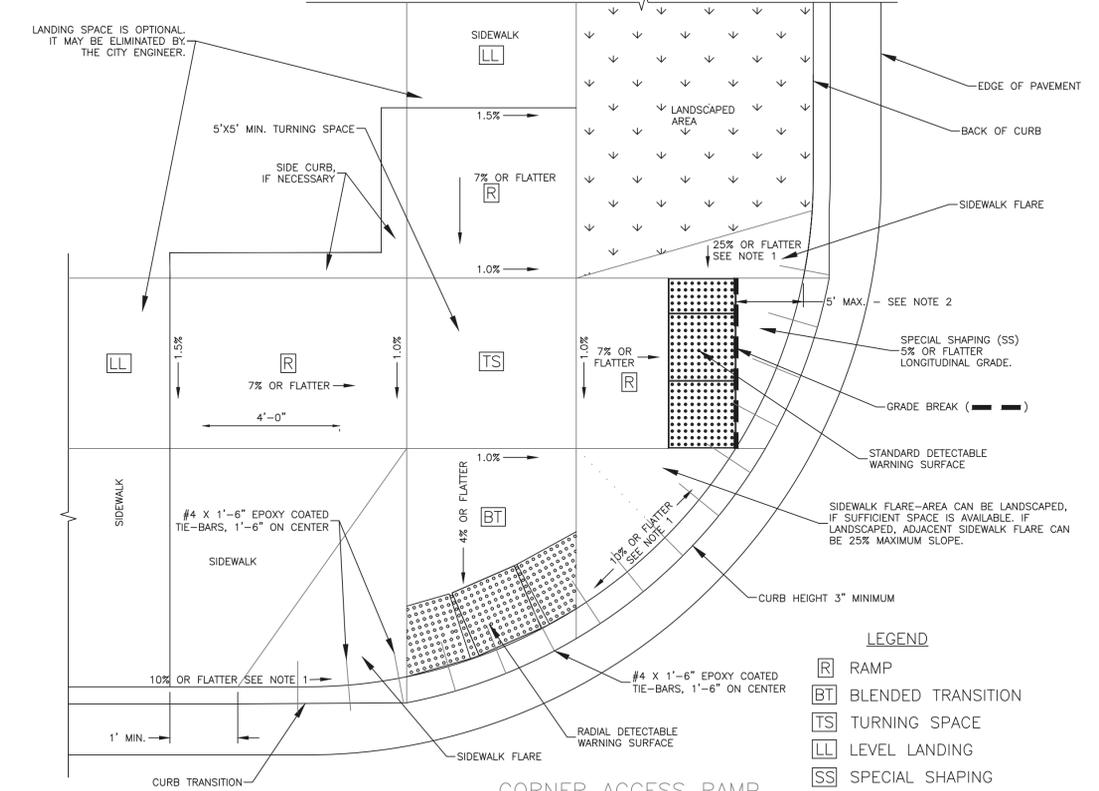
SECTION B-B



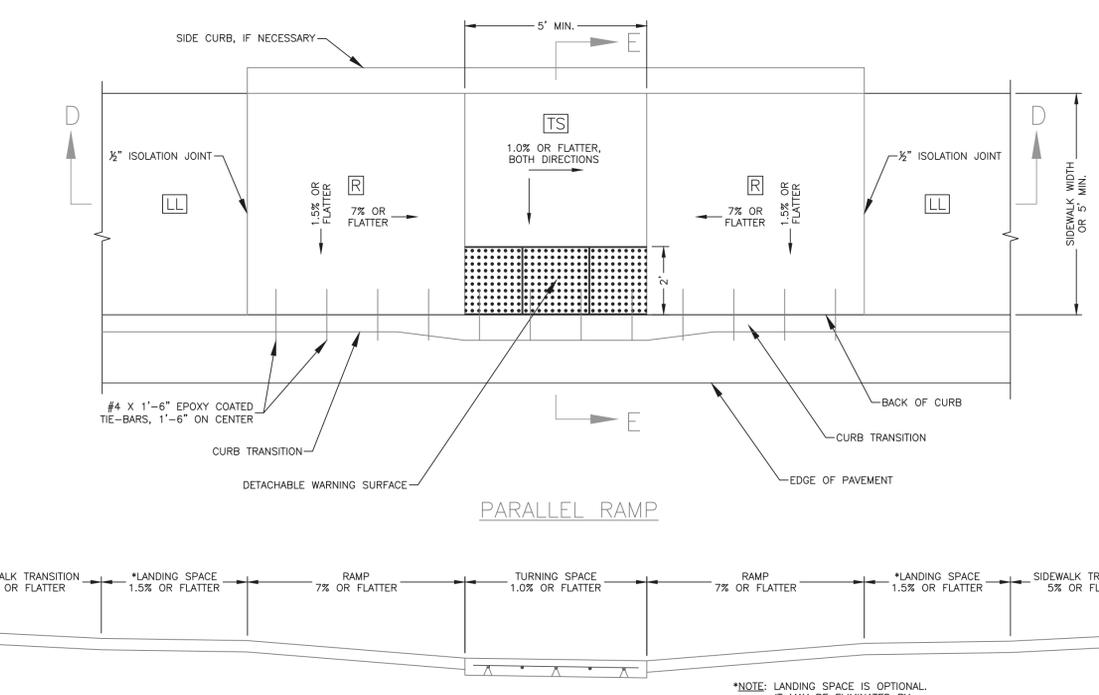
SECTION C-C



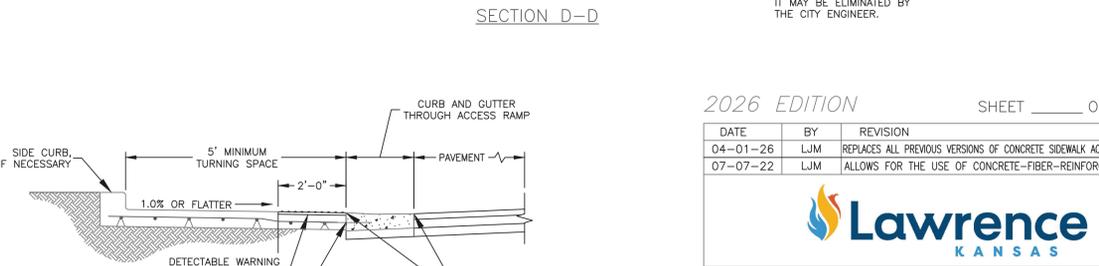
CURB AND GUTTER THROUGH ACCESS RAMP



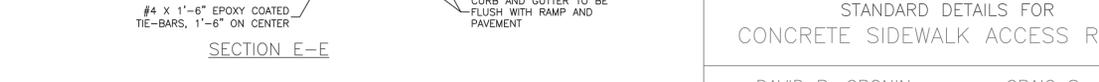
CORNER ACCESS RAMP



PARALLEL RAMP



SECTION D-D



SECTION E-E

2026 EDITION SHEET ____ OF ____

DATE	BY	REVISION
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07-07-22	LJM	ALLOWS FOR THE USE OF CONCRETE-FIBER-REINFORCEMENT IN RAMPS

Lawrence
KANSAS

STANDARD DETAILS FOR
CONCRETE SIDEWALK ACCESS RAMPS

DAVID P. CRONIN CITY ENGINEER
CRAIG S. OWENS CITY MANAGER